(c) The issues referred to the tribunal are as under :—

Whether the Indian Flights Engineers' Association is justified in demand ing:

(1) a second flight engineer on long-haul flights exceeding 9 hours that are operated with an additional commander;

(2) compensation based on their claim for integration of cockpit crew of Air India Boeing 747 and Airbus 300 aircrafts; and

(3) Provision of full wing on their unform instead of half wing as at present.

(f) The flight engineers have resumed work as the strike was called off on 23rd April, 1993 after conclusion of a settlement with the management. It is the endeavour of the management of Air India to prevent strikes and to arrive at amicable solution to outstanding problems through bilateral and trilateral negotiations/discussions.

Private operators' Collaboration with International Airlines

814. SHRI MD. SALIM : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether in its over enthusiasm lor economic liberalisation, the Gulf Air and other International carriers are being al-lowed equity participation with private operators at the cost of national airlines ;

(b) if so, the precise details of the ap-proved tie up alongwith the adverse effect on country's Airlines;

(c) whether Government are aware that International carriers are not permitted to fly in domestic sector even in advanced countries like USA, UK, France as also in SAARC countries; and

(d) if so, the reasons for resorting to suicidal policy leading to drainage of large sums of foreign exchange out of India from the share of National carriers ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) to (d) A proposal for Foreign equity participation in Air Taxi Scheme has been received. No decision has been taken on this proposal. Government will take into consideration all relevant factors while taking a decision.

Advantage taken by the Private Air Taxi Operators

815. SHRI MD. SALIM : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what are the names alongwith the salient features of the private enterpreneurs who have taken advantage of the Open Sky Policy in the country, sc far;

(b) the number of domestic flights each one of them is operationing daily, sector-wise, and the facilities like counters and space, etc. made available to each one of them by the airport authorities at various stations;

(c) what is the extent upto which these facilities compare in area space and other logistic arrangements with the national carriers as also the time bound plans to give them more facilities : and

(d) the number of representations received from each one of them with comments ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) to (d) The information is being collected and will be laid on the table of the House.

Payment of Employers Contribution of Provident Fund

816. SHRI M. A. BABY : Will the Minister of CIVIL AVIATION AND

TOURISM be pleased to stare:

(a) whether any employee of the Air India has been paid Employer's Contribu tion to Provident Fund inspite of Laving less than five years service; and

(b) if so, the details thereof and the reasons for making such payments ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) to (b) Normally employees are not given employers' contribution of Psovidnt Fund if the service period is less than 5 years. However, in cases where an employee dies before completion of 5 years of service, employer's share of contribution is also given to his nominee as per Section 21 of Air India Employees Provident Fund Regulations, 1954. Employere's share of contribution has also been paid to the employees who had not completed 5 years of service where their previous employer was a Government body and their share of Provident Fund had been transferred to Air India's Provident Fund at the time of their joining Air India as per section 12 of the aforesaid Regulations.

देश में निजी एवं विदेशी हवाई टैक्सी प्रचालकों की संख्या

817. श्रीमती सत्या शर्मा : क्या नागर विमानन और पर्यटन मंत्री यह बताने की कृपा करेंगे कि

(क) देश में इस समय कुल कितनी निजी एवं विदेशी हवाई टैक्सी सेवाएं प्रचालन में हैं;

(ख) इन हवाई टैक्सी सेवाओं के वायु-मार्ग का ब्यौरा क्या है, और उनके पास कितने-कितने विमान हैं; और

(ग) इंडियन एयरलाइंस और निजी एयरलाइनों के विमानों के किरायों में कितना अंतर है ?

नागर विमानन और पर्यटन मंत्री (श्री गुलाम नबी आजाद): (क) से (ग) 1-5-93 की स्थिति के अनुसार, 11 हवाई टैक्सी प्रचालक 25 विमानों का प्रचालन कर रहे हैं। कोई विदेशी हवाई टैक्सी प्रचालक नहीं है । दिनांक 11-4-90 को संसद में अपनी ओर से दिए गए वक्तव्य के अनुसार हवाई टैक्सी प्रचालक देश में अनुसूचित प्रचालनों के लिए उपलब्ध किसी भी हवाई अड्डा के लिए प्रचालन न कर सकते हैं । प्रचालक अपने किराए निर्धारित करने के लिए स्वतंत्र हैं ।

818. [Transferred to 12th May, 1993]

Discrimination in sticking charges for UNT?. forms

819. SHRI R.K. PODDAR : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is fact that the officers and staff of Indian Airlines are provided with the same quality and number of white uni-torms;

(b) whether it is also a fact that officers and staff are paid stiching charges for winter uniform @ Rs. 850 and 585, respectively ;

(c) if so, what are the reasons for the discrimination between the officers and the staff; and

(d) whether Indian Airlines propose to bring at par the stitching charges of winter uniforms of staff with officers in the near future ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD) : (a) Indian Airlines is providing same quality of uniform material to nil. male officers and staff but the quantity and colour shades differ from category to category.

(b) Indian Airlines officers and staff aie paid stiching charges fot winter uniforms in Delhi @ Rs. 850 and Rs. 675 respectively.

(c) The stitching charges of officers are decided on the basis of charges of "A" class tailors and that of the staff on the basis of "B" class tailors.

(d) No .Sir.